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JOINT DEFENCE

The close relationship between Canada and the United States makes it natural that the two countries should collaborate intimately in the defence of North America, Defence Minister George R. Pearkes, V.C., said in Seattle on October 12, 1959.

Mr. Pearkes spoke on Canada-United States mutual defence at the annual convention of the National Defence Transportation Association.

Developing his theme, Mr. Pearkes said in part:

"...We Canadians find ourselves situated between the two most powerful nations on earth, the United States and the Soviet Union.

"The implications of such a geographic location are obvious, but in spite of the difficulties that arise from time to time between Canada and the United States, we have acquired a certain maturity which leads us to believe that our problems can all eventually be worked out. I feel that this maturity which I have mentioned can be attributed in part to our connection with the British Commonwealth of Nations which brings us into intimate contact with countries spread throughout the four corners of the globe.

"Canada and the United States are today closely associated in their efforts to achieve peace through the instrumentality of peaceful negotiations. We cannot accept as inevitable the thought of a world devastated by a nuclear conflict - yet we cannot deny that possibility. We realize this fact and we know that we must maintain sufficient military strength to deter any aggression, while at the same time,

through the medium of diplomacy we must endeavour to establish the necessary foundation for international confidence. May I say that the recent efforts of your President in the pursuit of peace are greatly appreciated by all the free peoples of the world.

"Our two countries have joined together to share in the defence of North America. We are also joined within the framework of the North Atlantic Treaty Organization. We have taken these measures because for the first time in history the nations on the North American continent are exposed to the possibility of a massive attack.

"Canada by herself cannot provide a complete defence in a modern war. The United States of America, strong and powerful as she is, cannot on the North American continent defend herself effectively without Canadian co-operation and without defence facilities on Canadian territory. Our close relationship makes it natural that we should join in an alliance for we have a common heritage of freedom and a common aspiration for peace.

INTIMATE COLLABORATION

"The origin of this intimate collaboration in defence which exists between our two nations at the present time can be traced to the Ogdensburg Declaration which established the Permanent Joint Board on Defence in August 1940. This Board is still an important element in Canadian-United States relations and in the defence organization of the West.

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"At the end of hostilities in 1945, the United States Secretary of War and the Secretary of the Navy forwarded joint letters to the Canadian authorities requesting that the co-operation for defence which had existed throughout the war should continue in peacetime. The Canadian Government readily agreed to these arrangements and the Canadian Chiefs of Staff were authorized to initiate defence planning for the defence of North America with the United States Chiefs of Staff.

"With the signing of the North Atlantic Treaty in April of 1949 it was decided that the defence of the North American part of the NATO area would now become the responsibility of our two countries and would be guided by the Canada-United States Regional Planning Group.

Another important development which I would like to mention is the establishment of the Canada-United States Ministerial Committee on Joint Defence which was announced in a joint statement in July of last year by President Eisenhower and Prime Minister Diefenbaker. The function of this Committee is to consult on any matters affecting the defence of our two countries and to exchange information and views at the ministerial level on problems that may arise with a view to strengthening further the close and intimate co-operation between our two countries. We are, therefore, jointly responsible for the land, sea and air defence of North America.

ADVANCE PREPARATIONS

"Should our efforts to prevent the outbreak of a war fail, all of us in the United States and Canada realize the ghastly consequences which would result if a nuclear attack were launched against this continent. It is only sensible, therefore, to prepare in advance the measures which would have to be taken if a major war were to commence suddenly.

"You may be interested to hear something of the steps which have been taken in Canada in this field. We now have ready facilities from which a central corps of the Government can carry on outside of Ottawa under conditions of nuclear war even if there is serious radioactive fallout in this area. What we have tried to do in my country is to plan an organization which will preserve some degree of governmental and economic organization during the initial period of a nuclear war. The purpose we have had in mind has been to decentralize as far as possible.

"Recent studies of the probable economic situation arising from conditions of a nuclear attack indicate that the problem of providing and distributing essential commodities for both military and civilian purposes would be critical and complicated. It would be necessary to have not only an organization with clear unified control over supplies of all types, but one that could be decentralized not only to regional but, if necessary, local areas.

"In the uncertain conditions to be expected as a result of a nuclear attack, it is considered that the flexibility and widespread distribution of transport would be of major importance in helping us to survive and reorganize the economy. No one can foresee what part of our transportation resources will be left in an operating condition following a nuclear attack on this continent. Decisions will have to be taken promptly and any doubt as to where authority lay would result in serious delay and confusion. It is necessary then that we plan in advance of such a contingency in order to have unified control of all types of transportation in an emergency.

TRANSPORTATION PROBLEMS

"I would, for a moment, like to refer to some of the problems involved in the different forms of transportation which would be brought about with the outbreak of a war.

"Civil aviation is subject to some government control in peacetime and the switch-over to a complete system of security control which would be required in an emergency should not present too much difficulty. The main task during the survival period will be the preservation of aircraft, airfield equipment and operating personnel. Plans for the use of air transport after the initial period of attack will be based on the principle of pooling resources in the national interest.

"I might point out that a nuclear war will pose some serious problems with respect to aircraft operations. Aircraft may become contaminated with the radioactive residue by flight through the radioactive cloud or by fallout descending upon them. Aircraft contaminated in either way may be refuelled, re-armed and flown without undue hazard to the ground crews or aircrew. If time permits and the aircraft is not needed for immediate operational missions, simple wash down with water will remove a large portion of the contamination.

"In looking at the matter of water transport, allow me to begin by saying that deep sea shipping is a world-wide enterprise and basic plans are now being developed in co-operation with the Planning Board for Ocean Shipping under the North Atlantic Treaty Organization.

"We realize that with the opening of hostilities, a considerable quantity of ships moving in the Atlantic or Pacific may have to be diverted to Canadian anchorages until the situation is clarified and the surviving port's capacity assessed. Any ships in probable Canadian target areas would have to be evacuated and directed to a safe anchorage. An organization for receiving and dealing with ships seeking refuge in Canadian anchorages and with ships evacuated from Canadian ports is being built up within Canada at the present time.

"Great Lake shipping may prove vital for internal transportation and must be preserved.

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SEAWAY CLOSING DATES

The St. Lawrence Seaway canals will be kept open, weather and ice conditions permitting, until November 30 this year, with the Welland Canal open until December 15 and the Sault Ste. Marie Canal open until December 12, the St. Lawrence Seaway Authority has announced.

Mariners are particularly warned that vessel movements through the canals will not be permitted after the dates shown and it will be their responsibility, states the Authority, to schedule their passages to ensure clearing the system well before these dates if they wish to avoid wintering above (upstream of) Montreal.

No vessels will be able to move on the Welland after December 15 as unwatering will take place immediately after that date, due to the heavy schedule of winter work.

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MARITIME MANUFACTURING

Gross value of factory shipments of the manufacturing industries of the Atlantic Provinces rose 4.6 per cent in 1957 to \$881,761,000 from the preceding year's \$845,867,000, increases being posted for Nova Scotia and Prince Edward Island and decreases for New Brunswick and Newfoundland. Number of establishments rose to 3,446 from 3,381 in 1956. Employees dropped to 64,651 from 65,774, while salaries and wages advanced to \$187,183,000 from \$178,708,000 and cost of materials and supplies to \$485,399,000 from \$464,478,000.

Factory shipments in Nova Scotia, the largest manufacturing province of the four, rose to a record \$427,299,000 from the preceding year's \$384,398,000, while the year's total for New Brunswick, next largest, declined slightly to \$311,796,000 from the 1956 peak of \$313,281,000. Total for Newfoundland declined to \$117,714,000 from the record \$123,691,000 in 1956, while the total for Prince Edward Island rose to a new high of \$24,953,000 from \$24,497,000.

Value of production of the six leading manufacturing industries in Nova Scotia in 1957: primary iron and steel, \$55,145,000 (\$51,321,000 in 1956); fish processing, \$43,902,000 (\$40,787,000); shipbuilding, \$22,988,000 (\$20,868,000); pulp and paper, \$21,852,000 (\$22,022,000); sawmills, \$17,579,000 (\$19,319,000); and butter and cheese, \$11,446,000 (\$11,624,000).

Pulp and paper was New Brunswick's leading manufacturing industry with factory shipments valued at \$94,521,000 versus \$101,358,000 in 1957, followed by sawmills at \$20,331,000 (\$22,372,000 in 1956); fish processing \$17,255,000 (\$17,866,000), slaughtering and meat packing \$11,587,000 (\$9,870,000); and butter and cheese, \$11,431,000 (9,625,000).

Pulp and paper was also Newfoundland's top manufacturing industry with shipments valued

in 1957 at \$63,303,000 as compared with \$68,085,000 in 1956, and fish processing next at \$16,409,000 versus \$18,279,000. The two leading manufacturing industries in Prince Edward Island were butter and cheese with shipments valued at \$5,070,000 versus \$4,989,000, and fish processing at \$3,616,000 versus \$4,271,000.

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NEW AID TO TRADE

Mr. Gordon Churchill, Minister of Trade and Commerce, has commented on further substantial steps taken by the New Zealand Government towards the elimination of dollar discrimination and the provision for a higher level of total imports from all sources in 1960.

Under the revised import programme which has just been announced and becomes effective on January 1, 1960, Canadian exporters have been placed on the same footing as other outside suppliers for all goods except motor vehicles and lumber. Controls have been removed altogether from a number of industrial raw materials, including sulphur, explosives and lubricating oils. Provision has also been made for an increase in imports in 1960 of more than 100 other items, mostly essential materials required by industry, up to a maximum of 50 per cent above the 1959 level. Among the items in this group of interest to Canada are metals, chemicals, textiles, medicinal preparations, sausage casings and plastic moulding powders. In addition, a token import system has been introduced for some 90 items, mainly consumer goods.

Mr. Churchill recalled that the removal of discrimination against dollar goods was one of the principal objectives agreed upon at the Commonwealth Trade and Economic Conference, held in Montreal in September 1958. He warmly welcomed the latest move by New Zealand as a further major step towards the attainment of this objective and expressed a hope that it would soon be possible for New Zealand to extend to Canadian motor vehicles and lumber licensing treatment as favourable as that accorded to such goods when imported from non-dollar countries.

Mr. Churchill stated that the relaxation of New Zealand's import controls should substantially increase the opportunities for expanding and diversifying Canadian sales in that market and he strongly urged Canadian exporters to take full advantage of these opportunities.

During 1958, total Canadian exports to New Zealand amounted to \$15 million. The principal commodities exported were canned fish, tobacco, newsprint and other paper, lumber and wood products, tires, primary iron and steel engines, hand tools, motor vehicles, machinery, chemicals, aluminum, copper and asbestos.

CO-OP AT CHETICAMP

The September 1959 issue of "Trade News" tells the story of a little community nestled on the west coast of Cape Breton Island and the contribution its fishermen are making to Nova Scotia's expanding fish industry.

It is the story of the fishing folk of Cheticamp who have joined hands with a fishery co-operative to increase production four-fold within a decade. Last year the fishermen and their sturdy boats, which were built in Nova Scotia shipyards, put \$850,000 in the co-operative till and this year they hope to reach the million dollar mark. Only 10 years ago a year's business was less than \$200,000.

The success of this venture is due to the energy and progressive spirit of the fishermen and the co-operation of both federal and provincial fishery agencies, which have encouraged the fishermen to apply diversified techniques to boost their catches.

One of the latest advances has been the development of Danish seining operations which, in only a few months, has paid off far beyond the expectations of its most optimistic promoters. While this method of fishing is by no means new -- it was invented by a Danish fisherman in 1848 -- it is new in Cape Breton. Within the last few months six boats have been fitted with the gear and two more are in the process of being fitted.

An enthusiastic exponent of that method of fishing is J. Denis Aucoin, Manager of a plant at Cheticamp. Here is what he has to say: "Adoption of Danish seining has been one of the best things to happen to Cheticamp. It couldn't have come at a better time. With the present lack of cod in our waters, longliners are having a hard time even to make expenses. Our Danish seiners have been spared that grief. With the new gear there have been steady and large landings of flounders. It not only has brought substantial profits to the skippers and their crews, but it has enabled us to keep our plant going full bang. If we had been dependent on cod this summer, the picture would be bleak indeed."

With flounder catches remaining high, the economy is booming in the pretty community settled by Acadians who migrated nearly two centuries ago from the Isle of St. John, now Prince Edward Island.

This feeling of security created by prosperous fishing is reflected in the hearty attitudes of the village folk. Fishermen, shopkeepers, fish-plant workers, taxi-drivers, hair-dressers, in fact all the community, are sharing in this wealth brought in from the sea. The fish plant's annual payroll of \$125,000 is likely to increase this year.

Credit for the development of Danish seining in Canada goes to the federal Department of Fisheries' scientific arm, the Fisheries

Research Board of Canada, and the Provincial Government of Newfoundland. It was in 1951 that the Newfoundland Government conducted investigations to determine if that method of fishing could be employed in Newfoundland waters. A Danish seine fishing ground for witch flounder or grey sole was discovered on the Province's south coast, and commercial exploitation began in 1952.

In 1953-1954 fishery scientists, using the Newfoundland exploration vessel "Matthew II", continued the research off Newfoundland and in Gulf of St. Lawrence waters west of Cape Breton. Results in the latter case were excellent. Near the shore of Cape Breton is a deep channel, the western side of which slopes gradually toward the Magdalen Islands. In the area was found a large expanse of sea bottom suitable for Danish seining. Experimental sets made in depths up to 40 fathoms produced excellent catches varying from 4,000 to 9,000 pounds of witch flounder and plaice.

Development of Danish seining by fisherman Jans Vaever in 1848 proved to be a technique so popular that it soon spread to other countries in Europe, including the British Isles, and in more recent years to Australia and New Zealand. It is now one of the more important forms of fishing, employing thousands of fishermen who catch a wide variety of fish.

The seining operation is relatively simple. It consists of surrounding a large area of sea bed with two very long ropes -- each is almost a mile in length -- and a net, in such a way that when the ropes are pulled in and the area enclosed by them becomes smaller, fish on or near the bottom are driven into the centre where they are collected by the moving net. It can be operated only on grounds that are smooth and free of strong current and obstacles.

Actually, there are two forms of Danish seining, anchor fishing and fly dragging. In the former, the gear is out from an anchor to which the boat, after laying out the ropes and the seine, returns and ties up for hauling. This type is used by Cheticamp fishermen. In fly-dragging a buoy is used instead of the anchor and, after the gear has been set out, the boat picks up the buoy and cruises slowly ahead while hauling the seine.

It was the technological investigation that sparked Nova Scotia's interest in the seining technique. Potentiality of that type of fishing in Nova Scotia waters was immediately evident to the Industrial Development Service of the Department of Fisheries and also the Fisheries Division of the Nova Scotia Department of Trade and Industry.

Brian Meagher, a former fisherman of wide experience and now Director of Fisheries for the provincial government, started the promotion of this type of fishing.

One of the first steps was the acquisition of Danish seining equipment, and the first unit was put into operation out of Queensport, Guysboro County. The provincial department hired Rafn Josefsson, an Icelandic fisherman who is now a Canadian citizen, to instruct fishermen in the use of the gear.

WINCH DEVELOPED

In co-operation with the federal Department's Industrial Development Service, the provincial fishery agency successfully prosecuted the initial project. The two agencies combined to produce a suitable winch for hauling the gear. Constructed originally with two automobile rear-axle units, the winch is now being manufactured near Pictou. The original design has been modified and it is now a highly efficient piece of machinery.

The dragger "Cape St. Mary", fishing Cape Breton waters last year, charged the interest of Cheticamp fishermen. Cheticamp longliners watched with a certain degree of envy the successful fishing by the dragger. During the summer the "Cape St. Mary" had about double the catches of the average longliner.

One of the pioneers of Danish seining in Cheticamp is Captain Moise Poirier, master of the "Lady of Fatima". He fitted his boat during the winter and when May 1 came he was off to the fishing grounds. From that date until June 13 he had landed close to 200,000 pounds of flounders.

Soon Captain Poirier's colleagues had their boats equipped with the Danish seine. By the middle of June, six Cheticamp boats were on the grounds. Right from the beginning the operations paid off. Catches have been running as high as 50,000 pounds in five days. Some boats have had daily catches as high as 25,000 pounds. At three-and-a-half cents a pound, 25,000 pounds of flounders is a profitable operation for a boat under 60 feet in length with a complement of four men.

"A GREAT WAY TO FISH"

Capt. Henry L. Aucoin, skipper of the "St. Theresa", said it was a happy day for him when he decided to switch to Danish seining. "With the cod as scarce as they are now, we would have pretty lean pickings if we were long-lining. It's a great way to fish. We have no bait problem, the risk of losing gear is remote and we can catch fish where other trawls can't."

While Captain Aucoin and his fellow skippers are keen endorsers of the seining method, they also have a common ground in the field of conservation. Voluntarily, they have adopted a five-and-a-quarter-inch mesh which enables small fish to escape. On top of that the catch is carefully culled aboard so that unmarketable fish can be thrown back into the sea to be fished another day. As Captain Aucoin put it: "We throw the little fellows back, but

we'll be looking for them next year when they have grown to market size." The mesh size adopted by the Cheticamp seiners is larger than the four-and-one-half-inch mesh adopted by the 12-member countries of the International Commission for the Northwest Atlantic Fisheries.

While seining operations have been singularly successful, the manager of the Cheticamp plant is looking ahead to bigger things. "If we can make seining work on cod and haddock, it will be wonderful for our fishermen and for the industry."

Mr. Aucoin quotes with pride the record of the seining fleet since it started. The vessels have been averaging between \$650 and \$700 a trip. Average landings have been in the vicinity of 20,000 pounds. One vessel in 10 trips landed 192,967 pounds of flounders, for a total fare of \$6,690. In seven trips another vessel landed more than 128,000 pounds to bring the skipper and crew nearly \$4,400.

Mr. Aucoin regards the seining programme as "evolutionary" rather than "revolutionary." By using that method, he says, "we are making our fishermen more conscious of the value of diversification."

"It's diversified fishing," he contends, "that holds the key to our future. By the adoption of Danish seining we have taken a big step toward bigger things. Another year will tell the tale. If we can seine for cod and haddock, then we really will have something. The future sure looks good."

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TECHNICAL ASSISTANCE

Dr. R.P. Vivian, M.P., Canadian Representative at the 1959 United Nations Pledging Conference on the Expanded Programme of Technical Assistance and the Special Fund announced that subject to Parliamentary approval, the Government of Canada will contribute the sum of \$2 million (US) to the Special Fund for the year 1960.

"The Expanded Programme of Technical Assistance has in the past year continued its essential work in the successful and efficient way we have come to expect," he said. "The creation of the Special Fund has in no way diminished the important tasks of the Expanded Programme of providing experts and equipment, fellowships and scholarships under the auspices of the United Nations. These services are fundamental and we believe need for them will continue for many years to come."

"In recognition of this, the Government of Canada intends, subject to the approval of Parliament, to make available to the Expanded Programme the sum of \$2 million (US) for the year 1960."

JOINT DEFENCE

(Continued from P. 2)

In this connection, control planning will take into account the preservation of the canals and locks facilities on the St. Lawrence Seaway. It will also be necessary to develop measures aimed at preventing, as far as possible, the blocking of canals and narrow channels by sunken ships.

"Expert knowledge in railway operation will also be required in the event of war. The principal task of governments in this respect will be to guide the railways in the development of plans for the preservation of railway equipment. For instance, it will likely be necessary to evacuate railway equipment from target areas as soon as warning is received. Moreover, bomb damage may cut the railway system in a number of vital places. An important part of the strategic position which must be assumed could possibly involve construction or extension of sidings in localities clear of target cities and also construction of belt lines joining together the lines radiating from major cities to enable railway communication to be maintained after bomb damage has occurred. In other words, we must be prepared to take action to protect railway equipment and put surviving railway facilities to work on priority tasks.

"During World War II we realized the essential role that road transportation played in the defence of this continent. One example

which I might cite was the construction and use of the Alaska Highway. In any future war our road transport systems will be vital to our security.

"There has been a great deal of progress and co-operation in understanding the mutual problems between our countries regarding the necessity of preparedness in the field of transportation.

"There have been regular exchange visits between transportation representatives of the Office of Civil and Defence Mobilization and Canadian Civil Defence authorities together with attendance at each other's transportation forums and study groups.

"I have only touched on some of the problems involved in defence preparedness in the transportation field. Looking at the overall picture of mutual defence we must all agree that the collaboration which has existed between our countries during the past two decades has indeed been great. There are, and in all likelihood, there will continue to be some weak points in the structure of our partnership but in no sense do they threaten the strength of our unity.

"The aims of the United States and Canada - the ideals of the American and Canadian peoples are by tradition basically the same and it is hoped that they will remain so. I trust that in our relations with each other on this North American Continent we will see the development of even greater strength and still more confident mutual understanding within this unique association of our two nations."

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VISIT OF MEXICAN PRESIDENT

President Adolfo Lopez Mateos, first Mexican head of state to visit this country, paid a 2½ day official visit to Canada last week.

On arrival in Ottawa, President Mateos, his wife and his daughter, Miss Eva Lopez Mateos Samano, were greeted by Governor-General Vanier and Mrs. Vanier, Prime Minister and Mrs. Diefenbaker, External Affairs Minister Howard Green and Mrs. Green and the Mexican Ambassador, Rafael de la Colina, and his wife.

During his visit, the President, who was a guest at Government House, placed a wreath on the National War Memorial, called on the Hon. Mark Drouin, Speaker of the Senate, and Mrs. Drouin, signed the distinguished visitors' book in the Senate and the House of Commons, and visited the Memorial Chamber and the Parliamentary Library. He also visited Ot-

tawa's City Hall, where Mayor George Nelms and Mrs. Nelms greeted him and his party. He was introduced to City Council members and signed the distinguished visitors' book.

Their Excellencies the Governor-General and Mrs. Vanier gave a dinner and reception for the distinguished visitors.

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NORWEGIAN VISITOR

The Minister of Foreign Affairs of Norway, Mr. H.E. Halvard Lange, visited Ottawa from October 13 to 15, at the invitation of the Minister, Mr. Howard C. Green. While in Ottawa, Mr. Lange was received by Governor-General Vanier and conferred with the Prime Minister, Mr. John G. Diefenbaker and the Secretary of State for External Affairs, Mr. Howard C. Green. Mr. Lange visited the Parliamentary Press Gallery on Wednesday, October 14.

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